



# COLLABORATIVE DECISION MAKING



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## CDM NEWSLETTER MAY 2009

### SPRING CDM GENERAL MEETING FEEDBACK

Overall, the response to the Spring 2009 CDM General Meeting in San Diego was very positive. The breakout sessions were very well received by the greater majority of attendees; specifically, the decision to use a smaller group size received overwhelming praise. Similarly, the Discussion Panels were well received by many participants. Some attendees, however, felt that there was some information redundancy from the Breakout Sessions to the Discussion Panels. These comments will be reviewed in an effort to improve the Fall 2009 CDM Meeting. A more comprehensive summary of the Spring 2009 CDM Meeting can be found on the following page.

### FALL CDM MEETING DATES AND LOCATION

Dates for the Fall 2009 CDM Meeting have been set! Mark your calendars for September 23–24, 2009 and tentatively plan for travel to Phoenix, AZ. An official announcement with more detailed information will be sent via the CDM exploder in the coming days.

### LAMP/CCFP HYBRID (LCH)

The WET has assisted with the development of the Localized Area Model Output Statistics Product / Collaborative Convective Forecast Product (LAMP/CCFP) Hybrid (LCH) web site. A working prototype of the tool resides at the following web address: <http://www.lampccfp-hybrid.com/>

User evaluations of the LCH during the coming severe weather season are requested and highly valued.

### FLIGHT SCHEDULE MONITOR (FSM) VERSION 8.80

FSM Version 8.80 is scheduled to be deployed Nationally on May 30, 2009. FSM 8.80 provides multiple-resource modeling capabilities and multiple-strategy comparative displays to both the FAA and operators by taking advantage of the unmasked CDM data feed. These capabilities can be used for modeling the effects of multiple Airspace Flow Programs (AFPs) on airport demand, total delay estimations for combinations of Ground Delay Programs (GDPs) and AFPs, and effectiveness comparisons of AFP versus GDP. These modeling and comparison capabilities are known as Integrated Program Modeling (IPM) Phase II.



*The Future Concepts Team (FCT) poses with their Concept SEVEN "Dial" at the Semi-Annual CDM Meeting in San Diego, CA.*

### CDM SUB-TEAM UPDATES

- ◆ Future Concepts Sub-team (FCT) – The FCT conducted a System Enhancements for Versatile Electronic Negotiation (SEVEN) human-in-the-loop (HiTL) test at Metron Aviation on May 19 - 21, 2009. The purpose of this HiTL was to test a number of new functionalities to logic within SEVEN. In particular, operators were able to submit significantly more complex routes than ever before.
- ◆ Flow Evaluation Sub-team (FET) – The FET has recently been tasked by the CDM Stakeholders Group (CSG) to continue research into the Flow Evaluation Area (FEA) capacity estimation capability. In addition, the FET will be directly involved with the development of the "Collaborative Planning Initiative" for the 2010 severe weather season. This initiative will define specific procedures for engaging the customer in the Traffic Flow Management (TFM) planning process and will expand the outlook of the TFM planning process to 24 hours.
- ◆ Ground Delay Program Enhancement Sub-team (GDPE) – The GDPE received several new tasks from the CSG in May, including examining the effect of modifying Estimated Time En Route (ETE) within the ETE adjustment window, converting the current Advisory Format to Extensible Markup Language (XML), Airspace Flow Program Re-Control when a GDP is canceled, and review of Slot Credit Substitution (SCS) during an AFP.
- ◆ Surface CDM System Sub-team (SCT) – The SCT completed their initial task of defining a set of functional requirements for a prototype Surface CDM System (SCS) by the April 30, 2009 deadline. These requirements are under review and the SCT is expected to receive further tasking from the CSG in June.
- ◆ Weather Evaluation Sub-team (WET) – In addition to the LCH web site, the WET is working with the FET to iron out the extended training plan for the LCH as we move into the 2009 severe weather season. The WET is also in discussions with the Consolidated Storm Prediction (CoSPA) Program Office regarding a detailed evaluation of the existing CoSPA product and is hoping to participate in the next CoSPA HiTL in late August or early September. The WET is still soliciting for a new Industry team member. Any operators who are interested in participating should contact Tom Fahey—WET Industry Lead ([tom.fahey@nwa.com](mailto:tom.fahey@nwa.com))

### COMING SOON TO CDM

- ◆ FET Meeting  
Location: Reston, VA  
June 2 – 4, 2009
- ◆ GDPE Telcon  
June 18, 2009

### CONTACT INFO

Mark Libby  
FAA CDM Lead  
(703)925-3149  
[mark.libby@faa.gov](mailto:mark.libby@faa.gov)

Lorne Cass  
Industry CDM Lead  
(612)727-0200  
[lorne.cass@nwa.com](mailto:lorne.cass@nwa.com)



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### SPRING 2009 CDM MEETING

Thanks to everyone who participated in the Spring 2009 CDM Meeting on April 22–23! After the CDM Sub-team meetings on April 20–21, over 220 people joined the CSG and CDM Leadership in San Diego, CA for one of the most successful CDM Meetings to date!

Though CDM Meetings always bring a variety of organizations together, this particular meeting included participants from an exceptionally wide range of organizations. FAA attendees included personnel from System Operations Services, En Route and Oceanic Services, Terminal Services, and Technical Operations Services. Customer participation included representatives from airlines of various sizes, the business jet community, general aviation, and even international operator Lufthansa Cityline GmbH. Other international participation included representatives from the European Organisation for the Safety of Air Navigation (EUROCONTROL), German air navigation service provider DFS, Belgocontrol, NAV CANADA, and Aeronáutica Civil de Colombia. Other participants included vendors and developers, academia, and various other analysts.

On April 21, participants were broken into smaller groups to participate in “Sub-team Breakout Sessions.” Each Sub-team rotated between rooms to provide a presentation and talk with smaller groups of attendees. The topics of discussion and style of briefings varied widely among sub-teams.

The FET discussions covered enhancement including Route Segmented Coded Departure Routes (RS-CDRs), Area Navigation (RNAV) Chokepoints, Route segment and RNAV Playbook routes, Collaborative Training and Collaborative Planning, and protected segments in Reroute Monitor (RRM).

The FCT participated in a spirited briefing and discussion with each of the groups on the System Enhancements for Versatile Electronic Negotiation (SEVEN) concept. This included a brief overview of SEVEN, a walkthrough of a hypothetical scenario based off a previous HiTL scenario, recent HiTL results, and the next steps for Concept SEVEN.

The GDPE breakout session included discussion of the interaction between Ground Delay Programs (GDPs) and Traffic Management Advisor (TMA), the Control by Time of Arrival (CbTA) concept including CbTA integration with TMA, Unified Ground Delay Programs (UDPs), and how principles of CDM will translate to NextGen.

The Surface CDM System Sub-team (SCT) discussed the SCS concept as well as the selection of a trial airport for the SCS. The presentation on SCS detailed why surface management is necessary and an overview of the existing systems examined by the SCT to help determine SCS requirements. The SCT Breakout Sessions also included a presentation by Dave Hogg of EUROCONTROL on Airport CDM.

The WET Breakout Session focused on the two tasks assigned to the WET by the CSG. The first was the evaluation and recommendation of 8-24 hour convective forecast product(s) for use in strategic planning. To this end the WET discussed the LCH prototype and encouraged attendees to both use the LCH and provide feedback this severe weather season. The second CSG task discussed by the WET was the recommendation to include Terminal Aerodrome Forecast (TAF) comments on the Operational Information System (OIS) Telcon Agenda page.

On April 22, attendees received updates on the state of CDM and participated in a series of Panel Discussions focused on a variety of topics. The first of these Panel Discussions was the “Surface Operations and Airport CDM Panel.” This panel discussed the past, present, and future of EUROCONTROL’s Airport CDM and the work of the SCT.

The TMA Panel participated in the second Panel Discussion of the day. The TMA Panel discussed the plan for the TMA program as well as the issues being encountered with the integration of TMA into existing traffic management initiatives (TMI). The GDPE and TMA Workgroup used the CDM Meeting as an opportunity to form a joint team that will address these integration issues.

Third among the Panel Discussions was the CDM Sub-team Near Term Enhancements Panel. Discussion topics included CDM enhancements that will be released sometime in the next sixth months such as: the LCH, IPM Phase II, enhancements to the Integrated Collaborative Rerouting (ICR) process, override/split AFPs, RS-CDRs, and RNAV trajectories.

The final Panel Discussion was the System Operations Services Programs Office and Traffic Flow Management Modernization (TFM-M) Panel. This panel covered a number of tools and enhancements that will soon be released as well as an update on the status of TFM-M, the new Traffic Flow Management System (TFMS) release cycle, and the Air Traffic Control System Command Center move to Vint Hill.

Participants also received short briefings from Ellen King—Acting Director of System Operations, on Air Traffic Organization (ATO) 2013, Gary Tigert—FAA, on the Contingency Planning Support System (CPSS), and Kelly Moffitt—FAA, and Rob Williams—FAA, on En Route Automation Modernization.

Only through the dedication and hard work of everyone mentioned, as well as all CDM participants, was this meeting a success. The CSG and CDM Leadership look forward to your continued participation and assistance in making the Fall 2009 CDM Meeting an even greater triumph.

As a final note, the Spring 2009 CDM Meeting Breakout Session and Panel Discussion presentations can be found on the CDM web site (<http://cdm.fly.faa.gov>) under “CDM Info” then “CDM Meeting Minutes.”